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From The Nineteenth Century.
SIR JOHN FRANKLIN.
BY SIR HENRY ELLIOT.

In the series of "The World's Great Explorers" Captain Markham has published the life of one of the noblest of a long list of noble names; and having, as a very young man, lived for three years as one of the family in the house of Sir John Franklin, for whom I had the affection of a son for his father, I am anxious, through the medium of this review, to bring before those who may not have had the opportunity of seeing Captain Markham's volume a condensed account of a character and career which well deserve to be more generally known. When we remember the deep interest that was felt in the fate of Sir John Franklin and his gallant companions during the many years in which it was wrapped in mystery, as testified by the numerous expeditions organized by private enterprise for their relief both in this country and in America, it is strange that until now no full record of his life and work should have been given to the public.

The consequence has been that, to the great majority of the present generation, the name of Franklin is only known as that of one who perished in an Arctic expedition, or, as it would more probably be said, in an attempt to reach the North Pole; while not one in a thousand is aware that this was but a sequel to what had gone before, that he had devoted years of his life to geographical exploration, and that in previous expeditions he had faced hardships and sufferings that can scarcely have been exceeded in the one which ended so tragically.

At the beginning of the century the life of a sailor was constantly one of adventure and privation, and Franklin had more than a common share of both; before he was twenty years of age he had been present at Nelson's two greatest victories; he had taken part in a fight in which a fleet of merchant ships successfully beat off a powerful squadron of French men-of-war; he had navigated waters that had scarcely been visited except by a few explorers; he had been wrecked on an unknown reef and imprisoned for two months on a small

sandbank scarcely above high-water mark and out of the usual track of ships; and in after life he took part, either as leader or as second in command, in no less than four Arctic expeditions.

Franklin's sea life began in a merchant-man, in which his father had sent him on a short voyage in the hope of weaning him from a fancy for being a sailor, so common among high-spirited boys; but, as he returned more wedded to it than ever, no further opposition was offered to his inclinations, and in 1800, at the age of fourteen, he entered the royal navy as a midshipman in the two-decked ship *Polyphemus*, in which he served at the battle of Copenhagen in the following spring. The *Polyphemus*, carrying the flag of Rear-Admiral Graves, took her full share in that great fight, and, having been laid alongside of two of the Danish men-of-war, silenced their guns and took possession of them with a loss of thirty men in killed and wounded.

A few months later he was appointed to the *Investigator*, under Captain Flinders, who had orders to survey the coast of what was then called New Holland, and afterwards at Flinders's suggestion re-named Australia.

The ship was barely seaworthy and little fitted for the magnitude of the task imposed upon her commander, who was instructed to make a complete survey of the enormous stretch of coast of the Australian continent or island, of the greater part of which little beyond the barest outline was then known. He began his work at the south-western corner of what is now western Australia, following it along the whole of the southern and eastern coasts till he reached the Gulf of Carpentaria in the extreme north. Here he found the *Investigator* in such a dangerous state that he was obliged to return to Sydney, having, however, ascertained the existence of a channel for ships through Torres Straits. At Sydney, which was then only a convict settlement, the *Investigator* was surveyed, and being found to be so rotten that no repairs could make her seaworthy, her captain and what remained of her crew were embarked on a small vessel named the *Porpoise*, which

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was to convey them to England. They had been employed on a highly dangerous service, and, having in the course of it lost many men by disease, by drowning, and by accidents, others being invalided and remaining at Sydney, out of a total of eighty officers and men who left England in the Investigator only twenty, with Franklin among them, embarked in the Porpoise to return to it.

Captain Flinders, determining to adopt the route he had been one of the first to discover through Torres Straits, which has now become the highway for ships between the east coast of Australia and India and China, sailed from Sydney in company with the East India Company's ship Bridgewater and a small vessel named the Cato, but they had scarcely been a week at sea when the Porpoise suddenly struck on a reef and at once fell over on her beam ends, while the Cato, which was close astern, striking at the same moment, became an almost total wreck. The Bridgewater, which was about a cable length's distance ahead, shortened sail, and after remaining all night within sight pursued her course the next morning without stopping to render assistance, and upon arriving at Bombay her captain reported that the two ships had been lost with all hands; but retribution for this heartless proceeding, so unlike the gallantry usually shown by seamen in rescuing their comrades in distress, was not long in overtaking those who had been guilty of it. After the Bridgewater left Bombay on her homeward voyage she was never heard of again; her whole crew perished, while of the two crews they had abandoned to their fate all but three were ultimately saved.

The ships had struck just at sundown, and though during the whole long night, with a heavy sea breaking over them, it was expected every moment they would go to pieces, they held together till day-break, when a low sandbank scarcely half a mile off seemed to offer a chance of safety, and preparations for taking advantage of it were instantly made on board the Porpoise. But before anything else was done an attempt must be made to save the people in the Cato, who were in

a far worse plight, very little of that ship remaining above water, the crew having passed the night clinging in desperation to a fragment of the fore-castle, and the Porpoise's boats had a difficult and dangerous task to perform before they succeeded in rescuing the whole of them, with the exception of three, from the wreck, over which a heavy sea was breaking, and which went quite to pieces a few minutes later. The work was then at once taken in hand of conveying all that could be saved from the Porpoise to the sandbank, which was found to be about three hundred yards long by fifty broad; and, although it was less than four feet above high-water mark, the eggs of the sea-birds that lay scattered about gave at least the hope that it was never completely submerged.

The crews of the two vessels numbered ninety-four in all, and, the Porpoise having fortunately fallen over to leeward with her deck towards the shore, there was not much difficulty in landing everything that was not below water, and when the work of salvage was completed, it was found that sufficient stores and water for three months had been landed, together with sails and timber to provide shelter and fuel for cooking. Nevertheless, although the immediate safety of the shipwrecked crews was secured, their position was very far from a cheerful one; they were out of the regular track of ships; the nearest help they could look for was from Sydney, seven hundred and fifty miles distant, which there were no means of reaching except in one of the Porpoise's small, open boats; but Flinders had had unusual experience in boat navigation, and it was decided that he should himself take the six-oared cutter and attempt to make the passage. He successfully accomplished the risky duty, and six weeks after his departure he reappeared off Wreck Reef with the ship Rolla, and the two schooners Frances and Cumberland, which had been placed at his disposal by the governor of New South Wales.

Franklin, who was then seventeen, was among those who had remained on the bank, where they passed above two months with very doubtful prospects of ultimate release, and he embarked with the bulk of

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the two crews on board the *Rolla*, which was bound to Canton. Captain Flinders, on the other hand, in his anxiety to get back to England with his charts and journals, determined to attempt the direct passage home in the *Cumberland*, a schooner of barely twenty-nine tons burden; but his zeal proved unfortunate, as it led to his being made prisoner by the French, and detained in the Mauritius six years.

Before he left England he had obtained a passport from the French government as an officer engaged on a purely pacific scientific work of interest to all maritime nations, but the ship named in it was the *Investigator*, and when, in full reliance upon it, he appeared in the *Cumberland* off the Mauritius, which then belonged to France, a shabby pretext was afforded for disregarding the safe-conduct; his papers were taken from him, and with inexpressible meanness were utilized in making French charts, some of them not even being returned when he was set at liberty.

The rest of the shipwrecked men fared better; they arrived safely at Hongkong, where they found a fleet of the East India Company's merchant ships on the point of sailing for England, and Franklin, who with most of his companions went with them, had thus the opportunity of taking part in one of the most remarkable fights that ever occurred.

The larger Indiamen of those days were armed with guns of small calibre, chiefly as a protection against the privateers and pirates that infested the Eastern seas; their crews, composed mainly of Lascars and Chinamen, were small, though well disciplined; but they were not in any sense of the word men-of-war, but merchantmen, and the fleet in question, under the command of Commodore Dance, of the East India Company's service, consisting of eighteen Indiamen and a number of small country vessels, carried cargoes of enormous value. They offered a tempting prize to any enemy who could capture them, and consequently, when entering the Straits of Malacca, they found Admiral Linois, one of the most gallant officers in the French service, lying in wait to intercept them with a

squadron, consisting of a line-of-battle ship of seventy-four guns, two powerful frigates, a twenty-two-gun corvette, and a sixteen-gun brig. Dance, instead of endeavoring to escape, determined to show fight, and at once made the signal to attack, which was so vigorously obeyed that the French, believing they had to do with men-of-war, shortly ceased firing and made off, pursued for two hours by this fleet of merchantmen, in one of which Franklin had acted as signal midshipman.

On his arrival in England he was at once appointed to the *Bellerophon*, and at the battle of Trafalgar, on the 21st of October, 1805, in which his ship lost her captain and her master, and had one hundred and fifty-five of her crew killed and wounded, he again acted as signal midshipman. But although till the end of the war he saw much service and some hard fighting, especially in the attack on New Orleans, where he was wounded, it is not intended to follow his career till he entered upon the series of Arctic expeditions which have immortalized his name.

The first of these was in 1818, and consisted of the *Dorothea*, under Commander Buchan, and the brig *Trent*, under Lieutenant Franklin as second in command, with orders to proceed to the Spitzbergen seas; from thence steering due north to try to reach the North Pole, and to return by Behring's Straits. But, failing to reach the Pole, the expedition was to endeavor to make the north-west passage to the Straits.

The belief prevailed at the time, and indeed for many years later, that in the vicinity of the Pole the sea was free from ice; but about the eightieth degree of latitude the ships encountered an impenetrable barrier, and escaping much damaged from imminent danger of being crushed by the ice they returned to England without much having been accomplished.

The next expedition in which Franklin was engaged, and of which he was given the command, was of an entirely different nature. It had long been hoped that the voyage of vessels to China and the Pacific might be shortened by the discovery of a practicable north-west passage to Beh-

ring's Straits, a reward of 20,000*l.* having been promised as far back as 1745 to the first person who should accomplish it, and in 1818 it was determined to send out two combined expeditions with a view to the discovery of the long-wished-for passage.

The one of these, under Lieutenant Parry — afterwards the famous Arctic navigator Sir Edward Parry — was to proceed with the two ships *Hecla* and *Griper* through Baffin's Bay, and to endeavor to reach Behring's Straits by any practicable channel that he found to the west; the other, and by far the most arduous of the two, which was placed under the command of Lieutenant Franklin, was a land expedition of so perilous a nature that every member of it was brought within a hair's breadth of destruction after privations and sufferings in which many of them lost their lives. His orders were to proceed to Hudson's Bay, and to penetrate the territories of the Hudson Bay Company as far as the Coppermine River, and, after getting all the information and supplies that he could obtain at the Company's station, to endeavor to ascertain where that river fell into the Arctic Sea, and then to survey the coast to the eastward, where it was thought he might fall in with Parry, who would be prosecuting his search for the passage towards the west with his two ships.

The expedition was admirably composed; it had Franklin for a leader, and he had under him Dr. Richardson, George Back, and Robert Hood, of whom the two first afterwards made names for themselves, while the last, who was a most promising young officer, met with a tragical fate. In addition to these there was John Hepburn, a man-of-war sailor, to whose simple devotion to his chief and to his duty the party greatly owed their escape from the destruction with which they were threatened. The expedition arrived at York Factory, in Hudson's Bay, at the end of June, and after a short time spent in making preparations, in which they received every assistance from the Company's officials, it started on its inland journey.

It was not, however, till the third summer after leaving York Factory, and after passing two dreary winters with insufficient food and scanty means of protection against the cold, that they reached the Coppermine River, and finally launched the boats they had dragged with them on the Arctic Ocean; but space will not allow us to follow their laborious march, for full as this was of hardships and difficulties,

only overcome by the determination of a leader cheerfully seconded by those under him, they sink to insignificance when compared with those met with on the return journey.

After ascertaining and fixing the position of the mouth of the Coppermine, Franklin at once set about the execution of his orders to examine the coast to the eastward of it, which was a work of great difficulty and extreme risk.

The "boats" with which he had to prosecute it were only the canoes used by the Hudson Bay Company on the rivers in the fur trade with the Indians, and with these frail barks, little adapted to ocean navigation, and constantly threatened with destruction from the ice and from the sea with which they were not fitted to contend, he proceeded along a rocky shore for above six hundred miles before, finding no signs of Parry, he reluctantly resolved to abandon further search and to return. It was well that he did so; for, had he persisted, it is unlikely that any of the party would have escaped with their lives, as their provisions were already so nearly exhausted that it would be difficult to reach a station where supplies could be obtained unless they took a course where they might fall in with hunting Indians or might themselves kill some game. Franklin therefore decided, instead of going back by the Coppermine, to attempt a direct route to Fort Enterprise, where the last winter was passed, which, as well as being much shorter, would, it was hoped, lead through the Indian hunting grounds.

The party left Point Turnagain, the most eastern point it had reached, on the 22nd of August on its return journey, prepared, no doubt, for privations and hardships, but little anticipating the extent of the sufferings in reserve for them.

To those who are unacquainted with Franklin's own simple but more detailed narrative of the expedition, Captain Markham's account will convey a vivid picture of what those sufferings were. They will learn how the whole party, after keeping themselves alive on pieces of old shoe-leather and rock lichen, were reduced to the very verge of starvation when saved by the arrival of relief obtained by the energy and determination of Back, afterwards famous in Arctic exploration; how the instinct of self-preservation had degraded one of the number — a Canadian voyager — to resort to murder and cannibalism, while the excess of suffering called forth the noblest qualities of others, who, at the imminent risk of their own

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lives, stayed behind with their weaker comrades who were too feeble to walk, and how when all these had dropped off only two survivors out of a rear party of eight dragged themselves forward and joined those in advance, only to find them incapable of moving and doomed to certain death unless relieved within a very few days.

When that almost despaired of relief arrived, of a total of twenty persons, consisting of fifteen Canadians and five English, eleven had already perished, but, contrary to what might have been expected, it was the former who succumbed under the hardships and rigor of a climate to which they were accustomed, no less than ten of them having sunk under the privations which all the British survived, with the exception of poor Hood, who had been foully murdered.

On his arrival in England in the autumn of 1822, Franklin was at once promoted to the rank of captain. He had shown himself possessed of every qualification for a great leader of exploring expeditions; the courage and resolution with which he faced every difficulty acquired for him the confidence of his followers, while his sympathy and attention to their wants attached them to him by an affectionate devotion, and the deeply religious character which made him accept with cheerful resignation every hardship that came in the way of duty was an example not lost upon those about him.

Consequently, when the government determined to send out another expedition, it was a matter of course that the command of it should be offered to Captain Franklin, who, equally as a matter of course, undeterred by the recollection of the hardships of his last journey, did not hesitate a moment in accepting it, and his former companions, Dr. Richardson and Lieutenant Back, sharing the spirit of their late commander, at once volunteered to take part in it.

This expedition, like the last, was to proceed by land to the examination of the unknown northern coast of America, and, like it also, it was combined with expeditions sent by sea. Parry with two ships was to renew his attempt to effect the north-west passage from Baffin's Bay, and Captain Beechey, in the Blossom, was to follow the coast eastward as far as he could penetrate from Behring's Straits; while Franklin was to descend the Mackenzie River to the sea, where his party was to divide, so that one-half of it should

survey the coast to the eastward as far as the Coppermine, and the other should push to the west in the hopes of meeting Beechey.

The descent of the Mackenzie was accomplished without much difficulty in boats, built in England under Franklin's superintendence, adapted to river navigation, and at the same time far better suited to the work required when the sea was reached than the wretched canoes to which he had to trust on his last expedition. With these, according to his instructions, he proceeded to survey the coast to the west till his provisions got so low as to oblige him to turn back at a point which he named Cape Beechey, and it was afterwards found that a boat despatched by Captain Beechey from the opposite direction had penetrated within one hundred and sixty miles of it. On the 21st of September his party safely reached Fort Franklin, where the previous winter had been passed, after travelling two thousand and fifty nautical miles since leaving it in the spring, and there they met Dr. Richardson, who had made an equally successful expedition to the east of the Mackenzie, so that in the course of Franklin's two great land expeditions the whole northern coast of the American continent between Point Turnagain and Behring's Straits had been traced for the first time with the exception of the one small gap of one hundred and sixty miles.

With Franklin's arrival in England in 1827 his Arctic explorations were closed for many years; but he was not long allowed to remain idle, as in about two years he was appointed to the command of the Rainbow frigate for service in the Mediterranean, where he was soon selected for a duty on which it was essential to have an officer whose judgment and discretion could be relied upon.

The battle of Navarino, fought two years before, had been followed by the recognition of the independence of Greece, but no sooner had the Greeks got rid of the Turks than they split into hostile factions threatening civil war and universal anarchy. Nowhere was the danger greater than at Patras, the most important trading town of Greece, situated at the entrance of the Gulf of Corinth and inhabited by many Ionians entitled to British protection, who were menaced on the one side by pillage by Palikaris and wild Roumeliotes eager to attack them, while their only defenders were a body of scarcely less wild irregular troops in the service

of the government, who did not scruple to extort arbitrary exactions from the helpless merchants and other inhabitants. To Patras accordingly Franklin was sent for the purpose of affording them the requisite protection, of preventing the piracy that prevailed, and with orders to concert with the commanders of the ships of war of our French and Russian allies in endeavoring to avert collisions between the rival factions while abstaining from taking part with either; and, although he was loyally seconded by his French colleague, the tricky proceedings of the Russians rendered his task a difficult one, but he accomplished it successfully, earning the warm gratitude of the inhabitants and receiving from the new king the Order of the Redeemer in recognition of his services.

Franklin's next employment was in a civil capacity. In 1836 he accepted the lieutenant-governorship of Tasmania, or rather of Van Diemen's Land, as it was then called, but he did not on that account intend to abandon the profession to which he was devoted, and he expressly stipulated that, in the event of a war breaking out, he should be free to resign his governorship.

Tasmania was at that time a penal colony, of which nearly one-half of the population either were or had been convicts, and Sir John Franklin's position was by no means an easy one. He succeeded a predecessor under whose able administration immense progress had been made, and who had brought the country from the state of lawlessness and bushranging in which he found it to a condition of comparative security; but he had not done so without the creation of a party bitterly hostile to him among many of the best and most influential settlers, and it was obvious that one of the first objects of a new governor must be to reconcile, if possible, the rival parties. In his attempts to effect this Franklin got little assistance from those below him. The highest posts in the government were occupied by men who, although mostly able and efficient public servants, had been appointed by the late governor, and were so devoted to him and to his system as to view with aversion the slightest departure from it, and they were more disposed to thwart than to assist Franklin in his wish to conciliate the discontented settlers and in his attempts to introduce the changes and reforms that he saw to be requisite.

Serious misunderstandings with one of

his principal subordinates at length arose and troubled the last years of his administration, and the Colonial Office having espoused the cause of his opponent and inflicted on him a censure he was conscious of not deserving, he left the colony under a deep sense of injustice, but rewarded by the demonstrations of regret with which his departure was witnessed by those over whom he had ruled for above six years, and whose affections he had won by the interest he had ever shown in their well-doing.

How deep and lasting was the regard with which he had inspired them was afterwards seen when Lady Franklin, who was organizing at her own expense a search expedition after her missing husband, received a handsome contribution from his late "subjects" in aid of it.

Shortly after Sir J. Franklin's return to England it was determined to send out a fresh Arctic expedition, and, as the senior of all living Arctic explorers, he at once put in his claim to the command of it, and when this was admitted by the Admiralty the proof of the esteem in which he was held by his own profession was to him more than a compensation for any disapproval of the Colonial Office.

He was in his sixtieth year, but if he had been thirty he could not have entered with more enthusiastic ardor into an enterprise of which no one better knew all the difficulties and risks.

Everything was done to make the expedition as complete as possible: the Erebus and Terror, recently returned from Sir James Ross's Antarctic expedition, were again fitted for battling with the ice; a splendid set of officers and men, one hundred and thirty-four in all, were carefully selected, Captain Crozier, in the Erebus, being appointed second in command of the expedition, and Captain Fitzjames second in command of the Terror, in which Sir John flew his pennant.

Leaving England on the 19th of May, 1845, with orders to proceed up Lancaster Sound, and to take the most direct line they could find to Behring's Straits, they were at first accompanied by a transport, which, after filling up their stores and provisions off the coast of Greenland, parted from them on the 10th of July, and brought home the last communications ever received from the ill-fated party, all of whom were at that time in the highest spirits, looking forward with confidence to a speedy and triumphant accomplishment of their task, and the letters sent by

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Captain Fitzjames to his friends by this opportunity show how quickly Franklin had won the esteem and affection of his followers.

Sir John [he wrote] is delightful, active and energetic, and evidently even now persevering. What he *has been* we all know, and I think it will turn out that he is in no ways altered.

Again:—

Sir John is full of life and energy, with good judgment, and of all men the most fitted for the command of an enterprise requiring sound sense and great perseverance. I have learnt much from him, and consider myself most fortunate in being with such a man.

In 1847, when two years had passed without tidings of the expedition, fears began to be entertained that it might be imprisoned in the ice, and relief expeditions were organized both by the government and by Lady Franklin, who offered besides large rewards to any one who would bring news of the missing party, but it was not till the autumn of 1850 that the first traces of them were discovered by Captain Ommanney at Beechey Island, where they had passed their first winter, that of 1845-46, as appeared from the dates of the inscriptions on the tombstones that had been placed over three graves. But most strangely, in spite of the most minute search, no written record could be found nor anything to indicate the course they were likely to take; and thus nothing more was learnt till three years later, when Dr. Rae, who had been sent by the Hudson Bay Company to explore the north-eastern coast of America, fell in with some Eskimos, who told him that some years before a party of white men dragging a boat had perished when endeavoring to make their way up the Great Fish River, and a few silver spoons and other small articles found among these Eskimos proved only too conclusively that the party of white men were the remnant of the Franklin expedition.

The government came to the conclusion that they would not be justified in risking further lives in a search for those of whom it was scarcely possible that one could remain alive; but others were not to be so easily deterred from making another effort. Franklin's noble-minded wife had already, from her own resources, fitted out two ships which had taken part in the search, and she now determined to send a third. With the help of some private subscriptions she purchased and fitted out the

small steam yacht *Fox*, of which the command was given to Captain McClintock, the best qualified officer that could possibly have been selected, and it was by her devoted resolution that the mystery of the fate of the missing expedition was at last cleared up; and it was through her also that it became known that her husband had the glory of being the first to ascertain beyond doubt the existence of the long-sought-for north-west passage, although the discovery was not completed till within a very few days of the close of the life which he had devoted to its pursuit.

The *Fox* left Aberdeen on the 1st of July, 1857, and during her second winter in the ice a party sent by McClintock discovered the only record of the Franklin expedition that has ever been found which, meagre as are its contents, coupled with the information obtained from the Eskimos, enables us to trace its course from the first to the time when the last survivors perished.

This paper had been deposited in June, 1847 (eleven years before), by Lieutenant Graham Gore, one of Franklin's officers, who had been sent from the ships, and who penetrated far enough to complete the discovery of the missing link of the north-west passage, and, as left by him, it merely stated that the *Erebus* and *Terror* were wintering in the ice in lat. 70°5 and long. 98°23 west, having wintered the preceding year at Beechey Island, after ascending the Wellington Channel, and returning by the west side of Cornwallis Island; that all was well with Sir John Franklin in command of the expedition. Such was the paper as originally deposited by Graham Gore, but when found by McClintock it told a very different and a despairing tale, and the "all was well" of Graham Gore stood in bitter contrast with what was unfolded by an addition of a year's later date, written round the margin and signed by Captains Crozier and Fitzjames. The ships had continued inextricably fixed in the ice, while the provisions got so low that the only hope for the crews lay in an attempt to reach the American continent on foot, and to make their way up the Great Fish River to the stations of the Hudson Bay Company. Sir John Franklin had died on the 11th of June, 1847, only a very few days after the return of Graham Gore, when the approaching moment for the probable break-up of the ice must have raised in all the hopes of a successful issue; but the ice did not break

up at all that summer, and another winter came upon them with starvation staring them in the face. The marginal addition on Graham Gore's paper further stated that the Erebus and Terror, which had been beset since the 12th of September, 1846, were abandoned on the 22nd of April, 1848; that the deaths up to that date had been twenty-four, of which not less than nine were officers, and that the rest, amounting to one hundred and five, were starting for the Fish River.

Fortunate was Franklin and those who, like him, had died before the retreat commenced; they at least were spared the prolonged sufferings of their stronger comrades, of which heart-rending traces were found by McClintock, and which the Eskimos described. In one place on the route to the Fish River a boat was found with two skeletons with cocked guns lying beside them, in others single skeletons, all of them evidently of men who had been unable to struggle further with the retreating party, and fully confirming what was said by the Eskimos, that a party of white men who seemed very weak had been seen dragging a boat, and that "as they went along they one by one dropped down and died."

Such was the fate of the expedition and of the gallant leader, whose life throughout his career has been faithfully traced by Captain Markham in a volume which will be popular wherever books of daring and adventure are sought for, and still more so among those to whom it is a pleasure to find among our great explorers a character in which undaunted resolution and daring were linked to all the gentler and most lovable qualities of which our nature is susceptible.

Franklin's great characteristic was his thoughtfulness for others and his complete absence of all thought for himself; deeply religious, his duty to God and man was at all times his sole and only guide; and, when he had once decided what that duty was, no earthly consideration could turn him a hair's breadth from it. Of a singularly simple and affectionate nature, identifying himself with the interests and welfare of those over whom he was placed, he won their love in an extraordinary degree, and, although of highly sensitive feelings, he was never known to be provoked to use a harsh or hasty word; and with such a combination of kindness and resolution, Captain Fitzjames might well describe him as "of all men the most fitted" to command an expedition such as that in which they both lost their lives.

From Fraser's Magazine.

March 1857.

THE SEARCH FOR SIR JOHN FRANKLIN.

Two years have elapsed since an article appeared in our pages on the "Arctic Expeditions," in which we gave all the information in our power respecting the expedition under Sir John Franklin, and of the means which had been taken at that period to rescue our unfortunate countrymen; and we concluded by expressing our strong hopes and expectations that before the close of 1849 they would be restored to us.

But these hopes were, unhappily, destined to be disappointed. The autumn of 1849 witnessed the return of Sir James Ross from an entirely unsuccessful voyage in search of the Erebus and Terror; and the winter of 1849-50 closed upon us with the painful certainty that 138 men still remained immured in the arctic regions.

The signal failures to succor Sir John Franklin, acting powerfully on public sympathy, determined the Admiralty to organize more extensive measures for his discovery; and no time was lost in obtaining the opinion of those persons best calculated to advise in so urgent a crisis.

It ultimately was resolved to send out three distinct expeditions,—one, consisting of the Enterprise and Investigator, to Behring Straits, under the command of Captain Collinson, who is instructed to do all in his power to penetrate through the Straits to Melville Island; and the two other expeditions to Lancaster Sound and Barrow Straits, with the view of exploring the seas to the westward. The latter expeditions are composed of six ships, four of which are under the command of Captain Austin, and two under that of Mr. Penny, who has had great experience in

the Arctic Seas as captain of a whaling-ship. A new and important feature merits notice with respect to Captain Austin's expedition. Two of his ships are screw steamers of sixty-horse power, and their performance has proved beyond all doubt that it is by the means of such vessels only that we can hope to thoroughly solve the mysteries of the Arctic Seas. Independently of these expeditions, three others were despatched in the spring of the past year on the same humane mission to Barrow Straits. One consisting of two ships of 144 and 91 tons respectively, equipped at the sole expense of Mr. Grinnell of New York, which sailed from that port; one under the patronage of the Hudson's Bay Company, and commanded by Sir John Ross; and one consisting of the "ketch" Prince Albert, equipped at the expense principally of Lady Franklin, and which sailed from Aberdeen on the 5th of June last. Although this ship was sufficiently provisioned to enable her to remain out during this winter, her inability to enter a harbor in the vicinity of her proposed operations rendered her return expedient; and it is to this circumstance that we are indebted for much valuable and interesting information respecting the movements and probable position of the searching squadron. Before, however, entering on this branch of our subject, we have a few words to say with reference to the north coast of America, and the land supposed to exist to the north of that coast. It will be in the memory of our readers that Sir John Richardson and Mr. Rae examined that coast from the Mackenzie to the Coppermine rivers, a distance of 800 miles, without finding any trace of Sir

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John Franklin or of his companions. A more adventurous journey was undertaken by Lieut. Pullen, who volunteered to explore the same coast from Wainwright Inlet, near Behring Straits, to the Mackenzie. This was accomplished with great difficulty, and, unhappily, only produced the same negative results. But as an opinion was still entertained that the crews of the *Erebus* and *Terror* might forsake their ships in the vicinity of Banks' Land, and make an attempt to cross that land to the south, Mr. Rae was instructed to conduct a party from Fort Confidence on Great Bear Lake to Cape Krusenstern, and to endeavor, if possible, to traverse the channel to Wollaston Land, when his explorations were to commence, and to be carried on to the northward. But although that determined and heroic Arctic traveler used every means in his power to cross to Wollaston Land, he was always foiled, and was at last obliged to abandon the attempt.

This failure caused Government to order Mr. Rae and Commander Pullen, who had been promoted for his daring journey from Behring Straits to the Mackenzie, to renew the search in the same direction last summer. But as the stock of provisions at their disposal would not admit of two expeditions being equipped, Mr. Rae informs us that it was arranged that Commander Pullen, who, as he states, is much better fitted for such an undertaking than himself (Mr. Rae's health having given way under the privations and fatigues of his late Arctic journeys), should head a party, taking with him 4500 lbs. of pemmican and dry meat. The precise object of the proposed expedition will be best gathered from the following interesting letter, which has been furnished to us by Sir John Richardson:—

Captain Pullen was to descend the Mackenzie in July last, with one of his own whale-boats and one of the Hudson's Bay Company's trading bateaux, calculated for river navigation and for carrying a large cargo, but not well suited for sea navigation. Some of his own men having suffered from the fatigue of the previous year's work, were sent home, and their place supplied by company's men hired for the voyage. The idea of striking out from Cape Bathurst for Melville Island was Lieut. Osborne's, and was urged strongly by Dr. Scoresby and Lady Franklin. With boats constructed for navigating a stormy sea, and at the same time light enough to be hauled upon ice as Parry's were, the scheme seemed to me to be practicable; but with the few resources available to Captain Pullen, I held it, and hold it to be, extremely hazardous, and look for no good results. God grant that I may be mistaken. When asked

by the Admiralty to offer any suggestions, I did not express a direct disapproval of the scheme, as when a man so competent to judge of the dangerous navigation of the Arctic Sea as Dr. Scoresby strongly urged the enterprise, I did not think it was my part to oppose a plan which offered a chance of relief to the lost party; but I pointed out the difficulties Captain Pullen would have in procuring proper boats, and victualling them for such a voyage, and counselled the Admiralty to leave him full liberty either to undertake or decline the voyage, and not to attach any blame to him if he found his means inadequate. This they did in their instructions. He will also have to contend with the Esquimaux of the Mackenzie river, but of their attempts to plunder he is well aware. He will return either by the Mackenzie, which is his safest course, or by a river which falls into Bathurst Inlet; but as the navigation of this river is unknown, he will be wise to avoid it if he can. Lastly, he may, if led far to the eastward, ascend the Coppermine river, and cross to Fort Confidence; in which case he would likely see or hear of Rae and his party. His obvious and safest course, however, is to ascend the Mackenzie. Rae will have, I suppose, with him about seven men and a Mr. McKenzie, an active Hudson's Bay officer. His plan was to descend the Coppermine in September last, to visit his dépôts of pemmican on the coast, that he might know how far he could rely on them, as there was a possibility of their being discovered and destroyed by the Esquimaux. If all was right, he purposed, in April or May next, crossing to Wollaston Land over the ice. And in the summer to do the same in his boat if the sea should open. Captain Pullen may fall in with Captain Collinson, as both will be pressing towards the same point at the same time; and this will be very desirable.

Whatever expectations may be entertained of the utility of these expeditions, and it must be conceded that Sir John Richardson's letter does not give much encouragement for hope, it is manifest that our greatest prospect of finding the missing party rests on those ships following their track.

Although the latter left England at different periods during last spring, they all met in Melville Bay, those ships which had arrived there first having been detained by the heavy state of the ice in Baffin's Bay. This ice, which is well known to Arctic navigators as the "Middle Ice," cements Greenland and America firmly together during the long winter months. Summer, in that region a brief but ardent season of constant life, makes rapid inroads upon this icy sea, and leaves a huge central tongue of ice bearing the name of the middle pack. It rarely happens that this pack can be cleared at what is called the middle passage between the latitudes of 65° 50' and 75°. The general course of vessels is to the north of it round Melville

Bay, and this was the route taken by all the ships last year.

A detention took place off Cape York, in consequence of a terrible story having been communicated to Captain Austin by the Esquimaux interpreter on board Sir John Ross's ship, to the effect that, in the winter of 1846, two ships had been broken up by the ice forty miles to the northward, and burned by a fierce and numerous tribe of natives; and that the crews, being in a weak and exhausted condition, had been murdered.

Before proceeding further, Captain Austin wisely determined on investigating the credibility of the story, and it resulted that the only apparent foundation was that the North Star had wintered in the situation referred to.

Letters, however, from the American ships mention a circumstance in connection with Cape York, which seems to have escaped the notice of our English friends, and may possibly have had some influence in giving rise to the above report. They state that near that Cape more than twenty corpses of Esquimaux were found ice-preserved, entire except their eyes and lips, and lying down, lifeless dog by lifeless master. The cause of this passing away of life was a mystery. There was food around them, and where food and fuel are nearly convertible terms, they could hardly have been without fire or light.

As soon as the ships had attained open water on the west of Baffin's Bay, the search commenced. It was Captain Penny's intention to have examined Jones's Sound, but being unable to enter it on account of the heavy ice which barred the entrance, he passed on through Lancaster Sound with the other ships.

We must now revert to the Prince Albert, whose mission differed from that of all the other expeditions. If our readers will look at a map of the Arctic regions (and here we may tell them, that they can only obtain an accurate idea of the configuration of the land and water of that part of the globe by consulting the Admiralty charts containing the latest discoveries), they will see, that should Sir John Franklin have deserted his ships to the south of Cape Walker, it is quite possible that he would strike across North Somerset, and make for the Fury stores at Fury Beach in Regent Inlet.

Under these circumstances, the examination of that inlet is of great importance; and as it does not enter into the instructions of the other expeditions, Lady Franklin determined to equip a ship of her own for the

purpose of doing this very necessary work. The total cost of the expedition is estimated at about £4000, the greater portion of which will be borne by Lady Franklin. The Prince Albert, a ketch of eighty-nine tons, was purchased for the service. Captain Forsyth, in the most generous and noble manner, gave his services gratuitously; and, provisioned for two years, the little ship went forth on her voyage on the 5th June last. Although this period was later by several days than the date of the departure of the other ships, yet the Prince Albert was the first to arrive at the entrance to Regent Inlet, making Leopold Island, at the mouth of that inlet, on the 21st Aug. The harbor was closed with heavy ice, which completely prevented the ingress of the ship; but it was so important that this locality should be examined, as being the place where Sir James Ross had left one of his steam-launches and a large quantity of provisions, that Captain Forsyth ordered Mr. Snow and a party of men to take the gutta-percha boat and endeavor to reach the shore. Had it not been for this boat, the material of which is singularly effective in resisting the pressure of ice-floes, it would have been almost impossible to have gained the harbor, for the ice was so thick, and in such convulsive motion, that Mr. Snow declares, any boat made of wood would have been crushed like an egg-shell.

We can well understand that it was an anxious moment when the cylinders found in the house on the beach were examined:—"Eagerly," says Mr. Snow, in his account of the voyage of the Prince Albert, "did I open them and take out their contents. Three papers were in one, and two in the other. My agitation was so great that I could hardly see to read, and my hands fairly trembled."

To the great disappointment of the party, there was not a line from those whom they sought, the papers simply giving an account of the provisions and stores deposited in the harbor by Sir James Ross, and of the visit of the North Star, which ship had been there only a few days before them. With the exception of some rents in the sides and top of the house, it was found in good order; and all the stores and provisions were in excellent preservation.

Mr. Snow having regained his ship, Captain Forsyth bore south down Regent Inlet, in accordance with his instructions; but being met when off Fury Beach by great quantities of drift ice, through which he could not penetrate, and which, in his own opinion and that of his mates, presented no prospect of

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opening, he stood out again to the northward, with the intention of proceeding down the western side of North Somerset, but was prevented carrying this into execution by the pack-ice, which extended across Barrow Straits.

Running along the edge of this pack, he reached Cape Riley, at the eastern entrance to Wellington Channel. The American ship *Advance* was discovered close in shore, apparently beset by icebergs; and it was from her captain that the starting intelligence was gleaned, that traces of an encampment had been found on Cape Riley.

Captain Forsyth immediately sent Mr. Snow to examine the Cape, and the result of the examination is too well known to render it necessary for us to say more, than that the traces brought home by Captain Forsyth have been regarded as certain evidence of Sir John Franklin having encamped on the Cape. Independently of the relics, traces of five tents were found, which led to the belief that Sir John Franklin had landed on Cape Riley to make magnetical observations, for which five tents would be required.

Captain Ommaney, of the *Assistance*, who had visited the Cape only two days before Captain Forsyth's arrival, had evidently no doubt of having discovered traces of the missing expedition; and although he did not leave any record of the nature of those traces, but simply stated his intention of going on to Cape Walker in search of further information, yet—as it is pretty clear that he spent a day and night on the Cape—he must have gleaned more intelligence respecting Sir John Franklin than we are aware of. And we have evidence even more confirmatory of this. For when Captain Ommaney parted from Captain Austin, his instructions were to examine the north shore of Lancaster Sound to Wellington Channel, and then to proceed up the Channel, as far as practicable, until he felt fully satisfied that it has not been the course of the missing ships. These are positive orders obliging Captain Ommaney, before going elsewhere, to satisfy himself fully that the *Erebus* and *Terror* had not proceeded up Wellington Channel. But instead of exploring this channel, we find that, after visiting Cape Riley, he resolves immediately on pushing on to Cape Hotham and Cape Walker; thus leaving us to infer that he felt entirely satisfied Wellington Channel had not been the course of the missing ships; and that it was practicable to go further up that channel is evidenced by the fact of the *Rescue* being as high

up as between Cape Innes and Cape Bowden. Cape Hotham is above thirty miles from Cape Riley; and Mr. Snow states, that when the *Prince Albert* was mid-way between Cape Spencer and Point Innes, and about a mile from the shore, he saw the *Assistance* pressing on through a channel of open water, within about fifteen miles of Cape Hotham. The *Intrepid*, steam tender, was near her, and there were apparent lanes or leads of water in various directions.

It was further ordered, that Captain Ommaney was to leave intelligence of his proceedings at Griffith's Island, to which place Captain Austin would proceed; and as there was about a month of open season before them, there is little doubt but that all the ships met at that locality, which, indeed, had been appointed as a rendezvous.

Should they have been unable to penetrate further westward, the position of that island is highly favorable for walking explorations during this winter and spring; and unless the ice prove quite impassable, parties will certainly reach Cape Walker and Melville Island.

Feeling satisfied that the search to the westward would be effectually made by Captain Ommaney and his companions, Captain Forsyth, whose mission was confined to Regent Inlet, judged it prudent, as there was no port which he could enter in the vicinity of his proposed operations, to return to England.

From information which has reached us, we apprehend that a spirit of insubordination, which early broke out among the chief officers of the *Prince Albert*, was another reason why Captain Forsyth felt anxious, when he could not examine Regent Inlet, to return home. The rigorous discipline of the navy is especially needed in services of such a nature as Arctic explorations; and the United States Government have acted most judiciously in placing the private expedition fitted out at the expense of Mr. Grinnell, of New York, under Admiralty regulations.

In conclusion, we cannot divest ourselves of the belief that the searching ships have succeeded in their mission. We are not sufficiently sanguine to hope that many of our friends will be rescued. Great mortality must have taken place among them; but we do think it not only possible, but probable, that a few survive; and that we shall hear from living lips the strangest record of endurance and suffering that have yet befallen the mariners of any nation.

Jan. 1851.

From the New Monthly Magazine.

THE TRACK OF SIR JOHN FRANKLIN.

HAVING kept our readers *au fait* to the progress of Arctic research and discovery, and to the still more heart-stirring researches now being made after our long-lost countrymen, it behooves us to give some account of the traces that have been met with of Sir John Franklin's expedition, and the deductions to be founded upon this discovery. One of the vessels engaged in this most exciting of all hunts—her Majesty's ship *North Star*, Commander J. Saunders—which went out in May, 1849, it is to be first observed, returned to Portsmouth, September 28, 1850, after wintering in a small bay up Wolstenholme Sound, the farthest point to the north at which a British ship ever wintered before, without any tidings beyond rumors, little worthy of credit, of the missing expedition.

The *Prince Albert*, Commander Forsyth, which left Aberdeen on the 5th of June last, arrived at Aberdeen on the 1st of October, bringing, however, the intelligence of traces of Sir John Franklin's expedition having been discovered at Cape Riley, at the entrance of Wellington Channel. These traces, it appears from a paper found by the *Prince Albert*, had been first discovered on the 23d of August, 1850, by Captain Ommanney and officers of her Majesty's ships *Assistance* and *Intrepid*, and who, it appears, "collected the remains of materials which evidently prove that some party belonging to her Majesty's ships had been detained at that spot, and that Beechey Island had also been examined, where traces were found of the same party." It is to be observed here, that the relics alluded to by Captain Ommanney have not reached this country, nor have any notices of the traces said to have been found by the same party in Beechey Island. It is also to be observed that Captain Ommanney, who had been detached from the squadron under Captain Austin, off Wolstenholme, on the 15th of August, was so far satisfied as to the indications afforded by the traces found at Cape Riley and Beechey Island, that he had, according to the notice found by Commander Forsyth at the first-mentioned place, borne

off at once to Cape Hotham and Cape Walker, to use his own words, "in search for further traces of Sir John Franklin's expedition."

Captain Forsyth had advanced as far as Cape Spencer at Wellington Channel, where he was met with impenetrable barriers of ice, and finding further search in that direction impossible, Mr. Snow, the second officer in command, was sent to examine Cape Riley. Here Mr. Snow found the notice of Captain Ommanney having been to the same spot, and he observed five places where tents had been pitched, or stones placed, as if they had been used for keeping the lower part of the tents down; also quantities of beef, pork, and birds' bones, and a piece of rope with what was then supposed to be the Woolwich mark upon it.

This piece of rope, brought home by Captain Forsyth, was forwarded by the Secretary at the Admiralty to the Captain Superintendent of the Chatham yard, who reported that the yellow worsted mark, the distinguishing mark of the Chatham and not the Woolwich yard, fixed the date of manufacture subsequent to 1824, and further, that supplies of rope of many sizes were sent to Woolwich in 1844 and 1845, and the latter year a supply of Arctic stores was sent from Chatham to Woolwich, expressly for the *Erebus* and *Terror*. The master ropemaker and master attendant also reported that the piece of rope found at Cape Riley was manufactured from Hungarian hemp, and that such hemp was not used before 1841.

Captain Sir William Parry, reporting upon the same relics, as also upon a bit of canvas which it appears was also brought home by Captain Forsyth, says that Lieutenants Beechey and Hoppner landed at Cape Riley upon the first discovery of the coast on the 22nd August, 1819, by the expedition under Captain Sir William Parry, but they only remained on shore a few minutes, having been recalled in consequence of a fair wind springing up. The date of the manufacture of the rope is also subsequent to the year

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1841. It could not, therefore, have been a relic of the expedition of 1819, nor a fragment of the stores of the *Fury*, lost, in Prince Regent's Inlet, in 1825, and carried to Cape Riley by the Esquimaux, in the course of their peregrinations.

The party sent out by Sir James Ross to the northward from Port Leopold in 1848, did not land quite so far westward as Cape Hurd, and never approached Cape Riley within thirty miles.

"The above facts," says Sir William Parry, "appear to me to lead to the inevitable conclusion that the rope was left at Cape Riley by Sir John Franklin's expedition, and in all probability the canvas likewise, as that also bears the Queen's mark."

Sir John Richardson and Dr. A. Clark reported upon the bones and wood brought home from the same spot by Captain Forsyth, and it appears from that report that the bones were of beef, pig, and mutton; that they still contained animal matter, although they had been worn by attrition—that they none of them bore marks of teeth, which they would unquestionably have done had the place been visited by Esquimaux with dogs since they were deposited there, and that the said bones do not date more than four or five years back.

Other bones were found at the same spot, belonging to walruses, seals, and reindeer, but which were imbedded in soil, and which may have lain there for a half or a whole century, or even longer.

"The whole evidence," says Sir John Richardson, "points to the deposit of the first-mentioned bones subsequent to Captain Beechey's visit, and prior to Sir James Ross's wintering at Cape Leopold, and therefore indicates that they were left by parties from Sir John Franklin's ships in the first year of his voyage, when the ships probably were detained waiting for an opening in the ice, and officers had landed from them to make observations."

Upon this latter point Colonel Sabine, who had the superintendence of the magnetical department, reported that Sir John Franklin's expedition would require more tents than any previons or any subsequent expedition. There were three magnetical instruments, each of which would require a separate tent, and besides these three, there would be required a fourth tent for miscellaneous observations, and a fifth for the protection of the observers. Some difficulty presented itself to Sir William Parry, in the size of the stone circles round the tents,

stated by Mr. Snow to be twelve feet in diameter; but, as Sir William himself remarks, this may be explained by the stones being thrown from the centre, and the circle thus considerably enlarged when striking the tents. Some stones were also found, placed so as to rest a kettle upon. It is a remarkable fact that the piece of rope, the most important relic of all, was accidentally found on a rock terrace six feet above the tents, or twenty feet above the water. It had thus been overlooked by Captain Ommanney, and remained as a talisman providentially to bring to this country satisfactory evidence, which might otherwise have remained with the officers of Captain Austin's expedition until next autumn.

There being little or no doubt, then, that a party from the missing expedition, under Sir John Franklin, landed at Cape Riley, it remains to consider what indications are afforded by these traces. It has been ingeniously suggested by a correspondent to the *Daily News*, that the ships of that ill-fated expedition are blocked up by the ice in Wellington Channel, and that the discovered relics are those of parties sent to Cape Riley during the brief summer season to look out for assistance. But if so, why was not the same party there in the summer of 1850? The answer would be of the most gloomy description. The relics being found at the entrance of Wellington Channel, would certainly seem to suggest that the expedition had gone up that channel; and Colonel Sabine himself admits that the quantity of remains of provisions found appear to be more than are likely to have been consumed by an observing party during the very short time that the instruments would have been put up at a temporary station. But traces were also found at Beechey Island. These may have been relics of a magnetic station, like that of Cape Riley, for the details of these observations would, it appears, have required a similar display of resources from the one ship as well as the other—the *Erebus* as the *Terror*; and they would have established their observations at some little distance apart from each other, because it would contribute to convey a character of independence to each.

Sir William Parry, we have seen, looks upon the station as having been occupied on the first year of the voyage, when the ships were probably detained waiting for an opening in the ice, and officers had landed from them to make observations. Sir John Richardson repeats almost the same words. Colonel Sabine is alone inclined to look upon

the relics as the remains of a winter station; but he adds—"It is quite possible, however, to suppose that the ships may have been stopped during the season of navigation, and, without any immediate prospect of getting on, the tents may have been established, and the instruments landed for observation."

Be this as it may, these relics attest, in the first place, that Sir John Franklin's expedition was not lost, as some have supposed, in Baffin's Bay, but that it had reached, on the first year of its adventurous voyage, as far as most subsequent expeditions have been able to go at any later season. That the expedition did not, arrived at this point, proceed up Wellington Channel, we think is satisfactorily determined by Captain Ommanney, who must be in possession of the best evidence, having, by the latest intelligence, sailed onwards in the direction of Cape Hotham and Cape Walker—the direction to which our hopes have always pointed.

The only further statement that it remains for us to make is, that by the last advices, the *Enterprise* and *Investigator* must this summer have reached the Arctic Seas by Behring's Straits. On the 25th of August the *Assistance* was within Cape Hotham, but the ice was reported as very heavy, extending all around, from Prince Leopold's Island to Cape Farewell, to the westward, so as to prevent any of the vessels getting to Cape Walker. Captain Penny, with the *Lady Franklin* and *Sophia*, was pushing his way up Wellington Channel, but it was feared that the ice would ultimately be too strong for him, and that he would have to return home, leaving Captain Austin's squadron only to winter in the ice. The *Felix* was to make for Admiralty Inlet, and Sir John Ross

intended to return to England. The American brigantine *Advance* was off Cape Riley; the American brig *Rescue* was close beset with ice near Cape Bowen. At the time of the departure of the *Prince Albert*, that vessel was unable to get into either Port Bowen or Port Leopold, where Sir Jon Ross wintered. Wellington Channel, and the channel beyond Leopold Island, appear also to have been completely blocked up with heavy ice. Under these circumstances, although, by some remote possibility, Captain Penny's or Sir John Ross's expeditions may bring some additional news, it is much to be feared that very little can be done until next season, when Captain Austin's expedition will be in an advanced and favorable position to commence operations. Of what avail the *Investigator* and *Enterprise* may have been on their side, it would be impossible to conjecture. To what efficient purposes ice-parties, balloons, and the other resources of the expeditions wintering in the Arctic seas may further be put to, it would be equally vain to speculate upon. Hope itself grows pale at the idea of our starving countrymen, if still alive, lingering in their icy prison for one more winter of cold, and darkness, and want! There is a Providence that watches over all: it may still restore the lost mariners, whose track has at length been struck, to their friends and country. But the very flicker of expectation raised by this discovery is almost at once extinguished by the lateness of the period at which that discovery was made, when the channels of the Icy Archipelago were closed with adamant gates, and a long, dark winter had already once more settled down upon their unknown, undiscovered prison-house.

THE GREAT FAIR.—Preparations of all kinds are making for the guidance and information of the millions who will assemble to witness the Great Industrial Tournament of 1851.—Mr. Wyld, of Charing Cross, has published a detailed and accurate ground plan of the interior and outer arrangements of the Palace of Glass, which will be of great use in directing a visitor through its intricacies. The sites of offices and refreshment rooms, the places of exit and entrance, &c.,

with the approaches, are all laid down:—and the whole is surmounted by the perspective view of the elevation first made familiar to the public through our columns. The contract for printing and preparing the catalogues has been taken by Messrs. Spicer, the paper-makers, and Messrs. Clowes, the printers,—as the parties whose joint tender offered the largest contribution to the funds of the exhibition.

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